

## THE WASHINGTON TIMES

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WASHINGTON, D. C. AUGUST 18, 1896.



**BONA-FIDE CIRCULATION.**  
A reference to the statement below will show that the circulation sworn to is a bona fide one.

It is easily possible for a newspaper with an elastic conscience to swell its legitimate circulation enormously, in order to deceive advertisers, by sending out thousands of papers to news stands, which are returnable, and which are in fact returned, but nevertheless are included in what purports to be an honest statement of circulation.

Intelligent advertisers, however, judge by results, and bogus circulation doesn't give them.

The family circulation of The Times is many thousands in excess of any other Washington paper and is believed to be fully two times that of its afternoon contemporary.

The circulation of The Times for the week ended August 14, 1896, was as follows:

Saturday, August 8, . . . . .	43,335
Sunday, August 9, . . . . .	23,966
Monday, August 10, . . . . .	42,705
Tuesday, August 11, . . . . .	42,844
Wednesday, August 12, . . . . .	42,636
Thursday, August 13, . . . . .	43,368
Friday, August 14, . . . . .	43,476

Total copies printed . . . . . 282,330  
Less damaged copies, copies left over, unsold, in office, and copies returned, unsold, from news stands and branch offices . . . . . 27,208

Total . . . . . 255,122

I solemnly swear that the above is a correct statement of the circulation of The Washington Times for the week ended August 14, 1896, and that every copy was delivered or mailed for a valuable consideration.

WILLIAM L. OLIVER,  
Superintendent of Circulation.  
Subscribed and sworn to before me this 15th day of August, A. D. 1896.

[SEAL.] ERNEST G. THOMPSON,  
Notary Public.

## EPILOGUE OF THE NEWS

—IN THE MORNING TIMES.  
If you miss any news in the evening edition look in the first below. What you're looking for was probably published in this morning's edition, and as The Times never repeats you'll have to take both editions to get all the news as quick as it happens.

**ORATOR BRYAN AT RED HOOK.**—After a vigorous party luncheon and a welcome home.

**POLITICAL RIOT IN BELFAST.**—Nationalists paraded in favor of amnesty for Irish prisoners.

**MAKES REPLY TO THURSTON.**—Stewart does not regard his letter as an apology.

**CALL TO GOLD DEMOCRATS.**—Circulars drafted by the Executive Committee.

**RECENT SPANISH BUTCHERY.**—New York citizens hold a monster indignation meeting.

**GAIL HAMILTON IS DEAD.**—Noted writer succumbed to a stroke of paralysis.

**ATTACKED BY A CHILEAN MOB.**—Italian Prince and wife's crew assaulted in Valparaiso.

**LEADERS IN CONFERENCE.**—Big Democrats talk things over with Jones.

**PUT A LOG ON THE TRACK.**—Attempt to wreck a train near Massena, Va.

**HAS A CREW OF MARSHALS.**—Authorities afraid the steamer Sylvester would leave.

**WILL STAND BY WATSON.**—Populist Executive Committee loyal to the candidate.

**CAPT. MURRAY YIELDS.**—Will continue as captain of Alexandria Light Infantry.

**KEEPING YELLOW JACK OUT.**—Steps taken to prevent importing fever from Havana.

**RIVALS MAY INSPIRE IT.**—Suggestion as to the complaint of Street Sweepers.

**BREWERS SUBMIT TERMS.**—Their war with labor may soon be settled.

**SCHMELZ LOST TO SCRAPPI.**—Reorganized Senators again trounced by the juveniles.

**BACK FROM LOUISVILLE.**—Delegation to National Bicycle Meet is home.

**TO CROWD OUT THE A. A. U.**—Effort to organize a rival athletic union.

**IN THE CAMPAIGN RIVAL HOISTS.**—What Senator Stewart and Others are saying about politics.

**JONES' POOR SELECTIONS.**—Politicians laugh at his campaign committee.

**MISS CAROLYN STORY BECOMES A COUNTESS.**—Captain's daughter wedded at Fort Monroe to Count Bessieres.

## GRADE CROSSINGS' VICTIMS.

Again an object lesson has been given to show the necessity for the presence of watchmen at grade crossings. A mother and her child are in peril of their lives from the absence of all safeguards at one of these death-traps in the northeastern section of the city, and at the best the boy will be crippled for life. The railroad tracks must be crossed by people living in that particular locality in the ordinary course of travel, yet trains pass and repass at greater or less rate of speed, and cars are being shifted and trains made up from early morning until late in the night without any precaution on the part of the railroad company against just such accidents as that which occurred there a day or two ago. No watchmen, no safety gates, no fencing in of tracks, nothing at all that could act as a preventive of slaughter and disfigurement.

Sooner or later this condition of things will be changed altogether. It has been stated, by the construction of a viaduct over which all the trains will come into the city. Then, of course, people will be able to leave their homes without being in fear and trepidation every time they leave or go to their homes that they may be carried there crushed or mangled. But while everybody will look forward hopefully and prayerfully to such a consummation, some provision should be made in the meantime to prevent the offering up of any more human sacrifices. Some measures should be taken, some precautions adopted, to warn people who may want to cross the tracks when it is not safe to do so. They should not be permitted to rush in ignorance to their death, or be subjected to the chances of being mangled for life through no fault or carelessness of theirs. The expense involved in establishing proper safeguards is but trifling, while the benefits to be secured thereby are invaluable.

## SPAIN MAKING CLAIMS.

It is reported that the Spanish government is preparing a schedule of the filibustering expeditions organized in this country to aid the Cuban insurgents, with a view to present a comprehensive claim for damages. Evidently Spain is thinking of the Geneva award which was the result of the claims made by the government of the United States upon Great Britain, because the latter not only permitted but connived at the fitting out of vessels for the Confederacy which preyed upon the commerce of the Union and engaged in hostile encounters with its fleets.

The difference, however, between the cases passed upon by the Geneva Commission and the claims which the Spanish government is said to contemplate bringing against the United States is as great as that between day and night. The government of the United States has been as scrupulous in the observance of all its neutrality obligations toward Spain, as Great Britain was almost reckless in disregarding them. The judicial machinery of the government, the revenue marine and even the navy have all been set in motion to prevent the dispatching of what the courts of the land have declared to be filibustering expeditions in the eyes of the law. The administration has run counter to popular sympathy in its policy, and has pointedly ignored the expressed opinion and wishes of the two branches of the national legislature with reference to this subject. It has done all, even to the point, some people think, of supererogation, that could be expected of a government eager and anxious to live up strictly to its obligations.

The recent seizure of the schooner Three Friends is a case in point. The vessel had been known to have conveyed cargoes of arms and ammunition, perhaps also men, to Cuba to help the insurgent cause. A revenue cutter pounced upon her, she was searched by the officials from stem to stern without a sign of contraband articles of war being discovered, and yet the captain and mate were taken into custody. This is carrying the matter to extremes, but it is evidence of the zeal the government is displaying in the observance of its neutrality obligations. Nothing, of course, can prevent the Spanish government from presenting claims in any desired number, but it would be absurd for the United States to even pretend seriously to entertain them.

## MAY REVOLUTIONIZERS NAVIES.

While the great maritime nations of the world, the United States included, are building big cruisers and huge battleships, our government is constructing a craft which in the opinion of naval experts will cause a revolution in naval warfare, just as did the Monitor more than thirty years ago. The submarine torpedo boat, now being built at Baltimore, is the instrument by means of which this predicted transformation will be effected. Other submarine torpedo boats have been built here very far, but they have not been able to go down very far nor remain under water very long. The new boat can go down, so it is reported, far below the keel of the longest battleship and stay at that depth long enough to do her work of destruction. Other naval powers are watching anxiously the progress of her construction, and elaborate reports will be made to them by their respective naval representatives in this country as soon as her trial trip will have been made.

The new naval war engine will require but a small complement of officers, engineers and seamen, a half dozen, all told, being sufficient. Electricity will be her motive power, being stored in accumulators; air will also be stored, and can be further supplied by means of a suction pump; the submergence and elevation of the boat will be effected by water ballast, and a telescope contrivance is to afford its sailing master the power to look about while submerged. Even the uninitiated landlubber will comprehend that such a craft, if all her functions work to perfection, is capable of such destruction as hitherto has been scarcely thought possible. It is quite conceivable that a half-dozen boats of this kind could blow a hostile fleet out of water in an incredibly short time.

This is the age of wonders, and man's ingenuity is the greatest of them all. While it may be regrettable that it should be applied at all to destructive purposes, there is this consolation, that the more terrible war becomes, whether on land or sea; the greater the sacrifice of life and treasure that it exacts, the more certain that nations will be less willing to engage in it, and thus from the nettle danger humanity may pluck the flower safety.

## Charged With Embezzlement.

Chicago, Aug. 18.—Salo W. Roth, ex-alderman, who was found to be insane by a jury in the county court some time ago, was arrested last night on warrants sworn out by an officer of the National Building and Loan Association of which the accused was formerly treasurer. The charges preferred against him are embezzlement, the amount involved being about \$42,000. The officers of the Building and Loan Association allege that the accused is not insane.

## City Brevities

Mr. William Marston of Georgetown left yesterday for a short stay in New York city.

Joseph W. Cheyne, formerly a printer here, is now at North Platte, Neb., publishing a Populist paper.

Dr. Robert Reymann has recovered from his recent severe illness. He was confined to his home for two months.

Miss Aspasia Prospero of Tenth street southwest is spending a week at Latham's, visiting Mrs. Andrew Hancock.

Mr. Christopher Hager of Third-second street left yesterday for a two weeks' punting and fishing expedition in New Jersey.

The government tug Triton is receiving a thorough overhauling and a new coat of paint while lying at her wharf at the Navy Yard.

Potomac Corps, No. 2, W. R. C., will hold a meeting at G. A. R. Hall, No. 1410 Pennsylvania avenue, on Tuesday evening, beginning at 7:30 o'clock.

Messrs. R. L. Waters, T. A. Lay, Jr., Lamar Jackson, Chester Mannaker and Robert Waters left yesterday for Colonial Beach for a ten days' camping trip.

The Columbia cable car is equipped with an entirely new style of rubber buffers, the design being about two and a half inches long and three-quarters of an inch wide.

A small blaze in the flour and feed store of E. P. Bulfinch, No. 55 E street northeast, this morning called out engine company No. 6. The damage was about \$250.

The police have not heard from Edward Pollock, who left his home, No. 442 E street southwest, August 11. Neighborly inquiries were notified to watch for him.

Miss Corinne Parker, better known in the company as "Janie," was the last of the Washington stock company to leave town. She has gone into the heart of Maryland for a much-needed rest.

Early morning cycling is a fast developed sport here. It is a popular time for wheelmen and ladies who prefer early rising for a jaunt to a spin during the heated hours.

The return of hot weather has brought grief to the canine tribe. Poundmaster Einstein's force can work without difficulty and the daily captures range from one dozen to thirty-five unfortunates.

Judge Colburn confirmed the award to Kelly heirs for the sale of the old building for the Government Printing Office to be used for the site of an extension of that building. The government will at once acquire title.

President John R. Proctor, of the Civil Service Commission, is in New York looking after the details of the extension of examinations to meet the increase in the classified staff under recent orders of the President.

Work on the Lorton, the new and beautiful apartment house on the corner of Pennsylvania avenue and Twenty-fifth street northwest is nearly completed. The contractors will have the building ready for occupancy by October 1.

Hon. M. M. Parker, national Republican candidate for the District, went to New York yesterday in connection with his campaign duties. He will spend a considerable amount of time in that city between now and November.

Gen. Cyrus Bussey, of this city, has been appointed to take charge of a department of the campaign work in connection with the Republican executive committee, and on Saturday morning left New York to organize his forces. He will look after the matter.

Active preparations are now being made for occupying the newly erected annex to the Government Printing Office. A contract will also soon be let for the construction of the new heating and lighting plant proposed for just prior to the adjournment of Congress.

A camping party, consisting of Dr. Francis Petros, P. D. Ranke, John W. Huber, Frederick Silvers, Dr. J. W. Peithert, William Rose, Arthur McCormick and Anton A. Sousa, all of East Washington, has pitched its tent on the bay near Leonardtown, Md., for a month's outing.

An alarm of fire was turned in from box No. 25 this morning. A slight blaze was discovered coming from a window in No. 1214 Kirby street northwest, occupied by H. Anderson and owned by Charles J. Javal. The fire had been started by children playing with matches. The damage was about \$15.

English sparrows in flocks of thousands are seen all sections of the city, and their depredations of the little pests among plants, trees and lawns are more noticeable than at any time during the year. Restrictive legislation is almost a necessity to rid the land of these nuisances. The noise made by a united effort of sparrows and crickets in the grounds about the Capitol is deafening.

Mr. Russell Colegrove, at present with the Knickerbocker Steamboat Company, of New York city, emphatically denies the statement in The Morning Times today that he is general manager of the Chesapeake and Potomac Company, operating the steamer John Sylvester. He states that he was employed by the company as a manager, but resigned more than a month ago, and had no connection with the purchase of the articles for which the Sylvester was fined by merchants of this city.

## FRIEND OF THE PEOPLE.

What a Subscriber Thinks About The Times.

Editor Times: I am a working man. I read your efforts as regular and often as I can. I am sure that you are at considerable loss should I miss a single issue.

I preserve each publication by clipping and pasting them together in book form. I regard them as most concise and impartial summaries or illustrations of the dangers now threatening the safety of our government and the interests of every loyal citizen and wage-earner within its borders.

On reading your editorial of the 9th instant (Sunday's issue) I noticed the comment in reference to your correspondent who pretends to be a friend of The Times, yet who writes that its financial condition is so precarious that it should be sold and that many working people are not in sympathy with them.

In response to this I would like to say that while your correspondent may be sincere in his timely conclusions and friendly admonition, it occurs to my mind if all the world of editorialism was united in the common cause of defending the rights of the people, all combined could not be too pronounced in the indication of a policy such as The Times is now advocating.

Knowing, as I do, of the great amount of public good and reform which The Times and its management have been instrumental in bringing about, and that I have been one of its humble readers, I should not readily consent to turn back with your misguided correspondent at this late hour and say The Times is not with the people.

No, no, Mr. Editor, I assure you that you still have the people with you—at least the fair-thinking element. They are also proud of your editorial contributions and treatment of the present monetary question, for otherwise they might never have the opportunity of knowing their true relations in the great issues now involving every interest common to men as humble and industrious citizens.

No sane man, no reasonably intelligent citizen, will permit himself to go to absolute destruction with his eyes closed to every interest common to his people, and his country. S. T. M.

## QUESTION OF THE HOUR

The Evening Times Opens Its Columns for Short Articles on the Money Problem.

STEWART NO FRIEND TO LABOR.  
Editor Times: Laborers, take warning! Ask yourselves what Hanna and Pierpont Morgan would do if they had McKinley in the White House in case labor organizations should complain of reductions in wages. Do you doubt if they owned the Federal Government, that they would enter the army to reduce wages? If you doubt that investigate the character of these potentates who propose to own a President of the United States!

The above was clipped from an article published in The Times. We cannot allow Stewart, the breezy, long-whiskered, free silver, to pose as the friend of organized labor. Too well we know his character as regards the interests of our organizations. He says: "Laborers, take warning!"

We reiterate these words, "take warning," brother laborers, if Stewart's policy on his paper, the Silver Knight, is to advocate the policy of the silverites should they gain control of the Federal Government.

This paper is published in Alexandria, Va. Why? Simply because Stewart ascertained when about to publish it here that he would have to pay \$18 per week in Washington, as per union scale. To avoid trouble with Typographical Union, No. 101, of this city, he maintained his plant in Alexandria, where they have no union, and gives it out over the country that he employs union labor.

That is clearly a subterfuge. According to union laws, its members can work in any territory where there is no union for the highest amount of wages offered by employers. Stewart pays his compositors the magnificent amount of \$9 a week. The venerable Senator says:

"Laborers, ask yourselves what Mark Hanna and Pierpont Morgan would do if they had McKinley in the White House in case labor organizations should complain of reductions in wages?"

The Senator's policy, as shown in his action with the members of Typographical Union, No. 101, is a fair specimen of what organized labor may hope to expect from him if he should be an adviser or right hand man of the next President. The Senator does not reduce wages; he simply drives a knife through them, cuts them in half, and then has the immaculate gall and breezy effrontery to travel around the country warning organized labor to beware of possible reductions in wages and to nail their faith to his banner and follow in the footsteps of the apostle of free silver courage at 16 to 1.

The only remedy for the compositors on the Silver Knight is to organize and then kick for the enforcement of the scale of prices. In all probability Senator Stewart will then move his plant to this city and afford our unemployed printers work at a fair day's wage. The Senator will also be in a position to prove his great love for organized labor and we will appreciate his future speeches on wages.

FRANK I. STEWART.  
CLEERKS ARE FOR MCKINLEY.  
Editor Times: In your afternoon issue of August 12 appears an article entitled "No Bolt Among Clerks," giving information to the effect that "in the Treasury Department, which is the largest of the Government Departments in Washington, not a Republican clerk is to be found. The clerks of all grades and degrees were willing to support McKinley, even an out-and-out money man, as against Bryan."

Now, as a matter of fact, it is true that subordinate officials of low and high degrees will support Mr. Bryan and the Chicago platform. As a matter of fact they could hardly be expected to do otherwise, as all are Democrats, and many from Southern and Western States.

What I object to is the assertion that the clerks in the Treasury Department are all Republicans in favor of Bryan and the Chicago platform, when fully 75 per cent of the clerks are Democrats. The Republican party and the St. Louis platform. Very few of the clerks have forfeited their right to vote. If some of the States registration laws have been elected, which would registration in some instances, several

asking him to define his position relative to the financial issue in the present campaign without delay.

Vicenzo Fizzano, a repairman on the Reading Railroad, was struck on the chest by a piece of iron and instantly killed. The iron is part of a brake shoe, and was evidently broken off the truck and whirled with tremendous force against the man.

The Washington Mills, at Lawrence, Mass., started up on full time yesterday. The plant has been running eight hours per day for about six weeks. The mill employs about 1,500 hands. The Pacific Mills' print works resumed operations after a week's shutdown.

Philadelphia and Reading Railroad officers yesterday arrested Edward Benishols and Lawrence Sublett, two young men of Pottstown, Pa., on a charge of being connected with a number of burglaries which have been committed in and about Boyertown recently.

The Christian insurgents in Crete have defeated the Turkish troops in the Malvesia district, killing fifty of them. The insurgents captured fifty muskets and with ammunition, which greatly added to their numbers to overthrow the Turkish government in the island.

Solomon Christie, aged seventeen years, of Middletown, Md., was arrested at Chester, Pa., yesterday, on description furnished by a constable of Harford county, charged with an alleged felonious assault on fourteen-year-old Eliza Zilden, of Middletown, on Sunday last week.

Word has been received at Nogales, Ariz., to the effect that the Yaqui, numbering about 1,000, employed in pincer mining in the Altar district of Sonora, Arizona, eighty miles southwest of Nogales, have arisen in sympathy with the recent revolutionary movement in this place.

While playing August Zimmet, aged eleven years, of Ash Grove, Pa., drew a revolver from his pocket and discharged the weapon into the face of Annie Lane, aged seven years, upon her refusal to go home at his command. Fortunately the cartridge was blank, but the powder burned the girl so badly that she will lose her sight.

Joseph Marshall, a hewman employed by the Long Distance Telephone Company of Easton, Pa., was killed by a live wire yesterday. Marshall and his wife left on Saturday for Washington. Yesterday they went out carriage riding, and Marshall, not seeing a crossed wire, left his wife in the carriage and climbed the pole "shake it out." As he did not return in a reasonable time, Mrs. Marshall went back, and was horrified to find her husband lying at the bottom of a 25-foot pole, with his neck broken.

\$10 to Niagara Falls and Watkins Special express, with through coaches and Pullman parlor cars, will leave B. &amp. O. Station, Washington, for Niagara Falls, Watkins, Glens Falls, Albany, and Buffalo, Thursday, August 27, at 8:10 a. m. Round trip tickets, good ten days, \$10, return \$25.25.

W. H. Milburn, a prominent worker in labor union circles at Denver, Col., has addressed an open letter to Samuel Gompers, president of the Federation of Labor,

## Bicycle shoes dropped!

Every wheelman should wear bicycle shoes. Buy a pair of "H. S. & H.'s" famous \$3.50 pedal proof bicycle shoes—in russet and black—which we have "dropped" to \$2.50. CROCKER'S, 938 PENN. AVENUE. Shoes shod free.

## HEARD BY THE LOUNGER.

THE belief of railroad men in ghosts is proverbial, but it is really strange to see how thoroughly the superstition pervades all ranks and how firmly fixed it becomes in the minds of the men," said Robert Hinton, of Harrisburg, Pa., at the Elks' Hall, New York, last night, when he was addressing a gathering of railroad men.

"It is the fixed belief of every man on the line that whenever there is to be a fatal accident a specter engine appears on the track in the vicinity of its scene. The phantom engine always goes just ahead of the one from which it is seen, and so it is, many an engineer has reversed his lever with a jerk in mortal fear of a collision, only to see the engine ahead disappear when he has come to a full stop. Then the engineer becomes uneasy, for he knows, or thinks he knows, that someone on the road is sure to meet with a sudden and violent death before long. He does not sleep soundly until he hears of a fatal accident. Then he again breathes freely, for he knows that the prophecy has been fulfilled."

"Of several accidents which occurred on that line in bygone days, in every case I heard of a phantom engine that had appeared a few days before. Sometimes the specter engine is going in the same direction as the engineer who sees it, at others it is coming from the opposite direction. In the latter case the engineer will make strenuous efforts to bring his train to a standstill, but before he can do so the other train passes right through his engine."

"Just who this mysterious warning train is no one seems to know. The common belief, among the railroad men themselves, is that it is the ghost of the engineer who was killed in the first wreck that occurred after the road was built. As the first man killed, it seems but proper that he should warn all others likely to share the same fate."

"I have known engineers who have refused to go out on their regular trips when the vision had appeared to them, choosing rather to lose a few days' pay than to run the risk of losing their lives. There is no use arguing with an engineer when he thinks he has received this warning. You might as well argue with the wind."

"I would not say that all trainmen believe in these things, but I know that a large majority do, and I suppose, always will. Whether they are right or wrong is for science to decide."

ARIS is making very extensive preparations for the exposition of 1900," said S. J. Allen, a lace importer, at the St. James.

"The French boat it will be far above anything in the exposition line that has ever been attempted. There will be public parks, gardens and squares specially erected in all parts of the city. Rows of trees will be planted at the Place de Bonnet and the banks of Canal St. Martin will be covered with turf."

"The rows of trees in the Champs Elysees will be planted with all more trees will be planted in the Bois de Boulogne. The roads leading into the Bois from the Antillside will be arranged in terraces, covered with flowers and overlooking the valley of the Seine."

"The park and gardens on the Boulevard Montmartre will be furnished by that time. At night the city will be brilliantly illuminated by an extensive system of electric lights."

"One of the wonders of the exposition will be a 360-foot tower, in which the scientists will experiment with a pendulum to ascertain if it be possible to detect the motion of the earth. The pendulum will be 350 feet in length, with a steel globe weighing 180 pounds at its end. Similar experiments have often been made without satisfactory results. If this one be successful it will only be one of many others which are sure to be won by the Paris exposition."

"HELLO, call," called one street gambler to another, "get out the swell laddy wolf's gettin' her shoes shod on Patsy's box." Were the words overheard the other day near the Baltimore and Potomac depot. And sure enough, there was a stylishly dressed woman, with a satchel in her hand, and one yellow shoe on the boot-black's box, while the other, already polished, was planted firmly on the ground.

"I under do lots of 'em in New York," said one of the boys, "but dat's de first time I seed it here. I betcher a nickel shoe from New York." The shoe, by the time, had been finished, and the lady, having divined down to a manish-looking pocket, gave the boy a dime and walked away. Inquiry was made of an official as to what train she had alighted from, and the answer pointed that the bootblack was right. She was from New York.

Seriously Thought To Be Humorous.

Chawley Gutrock—My dearest Margaret, I love you tenderly, devotedly. Your smiles would shed—

Margaret—Never mind the words! How about a residence built for two?

THE REAL FEAR.  
Phyllis—But why in such haste to marry? I shall not change my mind.

Algeron—Er—I know you won't, but I may.

A GALLANT ATTORNEY.  
Lawyer Cheatem—My dear Miss Sharp, you seem to be insensible to the power of love.

Miss Sharp—Yes, which it is given the power of an attorney.

Lawyer Cheatem—But you should remember that all the votaries of Cupid are solicitors.

THREE DEVILS.  
Mary—Oh, I just love Reggy's heart.

Alice—How do you like living in a flat?

"Oh, dear, how the hours do drag. I wish I knew how to hurry them on."

"Why don't you apply the spur of the moment?"

A CONFESSION.  
"Why is a watchdog bigger by night than by day?"

"Because he is let out at night and taken in the morning."

## 98cents

—for your choice of a lot of odd Duck Blazer Suits which have been selling at \$3 each. Splendidly made and finished in the finest manner. 98 cents would not pay the cost of making.

## GOLDENBERG'S

926-928 7th.—706 K St.

We've got some broken lots of \$5000 marked at "quick sale" prices.

SAKS & COMPANY, Pa. Ave. & 7th St. "Ladies Corner."